

Exam simulation

ATPL - Airline Transport Pilot license - Mass and Balance

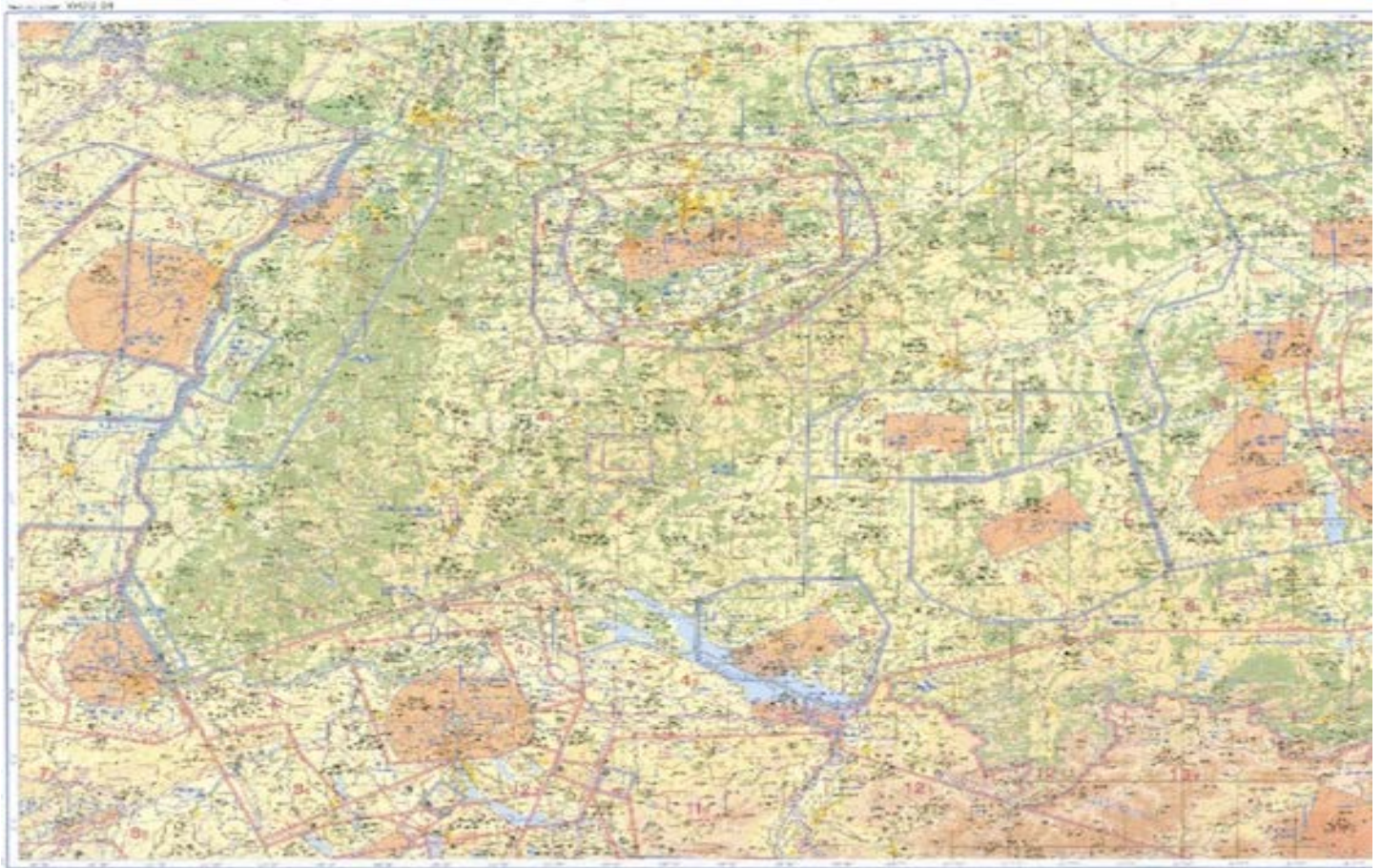


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STUDENT NAME:

DATE AND TIME:

01. Refer to the General Student Pilot Route Manual - VFR Chart ED-4 Give the frequency of ZURICH VOLMET.



- a) 127.20 kHz
- b) 127.20 MHz
- c) 118.10 MHz
- d) 128.525 MHz

02. In accordance with JAR-OPS, an operator must ensure that the MDH for a VOR/DME approach is not lower than:

- a) 250 ft
- b) 350 ft
- c) 300 ft
- d) 200 ft

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03. The exchange of gases between the alveoli and the blood is due to:

- a) Diffusion
- b) Physical exercise
- c) Inspiration
- d) Changes in atmospheric pressure

04. In which frequency band do VOR transmitters operate?

- a) SHF
- b) UHF
- c) EHF
- d) For position fixing they are all based on the WGS84 ellipsoid

05. What is meant by the phrase 'readability 4'?

- a) Readable
- b) Readable but with difficulty
- c) Perfectly readable
- d) Readable now and then

06. The total mass of an aircraft is 9000 kg. The centre of gravity (cg) position is at 2.0 m from the datum line. The aft limit for cg is at 2.1 m from the datum line. What mass of cargo must be shifted from the front cargo hold (at 0.8 m from the datum) to the aft hold (at 3.8 m), to move the cg to the aft limit?

- a) 30.0 kg
- b) 900 kg
- c) 196 kg
- d) 300 kg

07. What according to ICAO Annex 10 is the range of a locator?

- a) 25 - 50 NM
- b) 50 - 100 NM
- c) 10 - 25 NM
- d) 100 - 300 NM

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08. According to PART-FCL, an applicant for an IR shall hold a PPL including a night qualification or CPL and shall have completed at least 50 hours:

- a) Cross country flight time as pilot of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
- b) Cross country flight time as pilot-in-command in aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
- c) Instructional flight time as student-pilot-in-command of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
- d) Instructional flight time as student-pilot-in-command of aeroplanes.

09. In the Airspace where the MNPS is applicable, the vertical separation that can be applied between FL 290 and FL410 inclusive is:

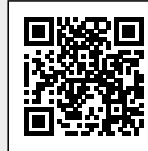
- a) 1 000 ft
- b) 1 500 ft
- c) 2000ft
- d) 500 ft

10. Erratic indications may be experienced when flying towards a basic VOR/DME-based Area Navigation System 'Phantom Station':

- a) When in the cone of silence overhead the Phantom Station
- b) Because, under adverse conditions (relative bearing to the Phantom Station other than 180°/360°) it takes the computer more time to calculate the necessary information
- c) When the Phantom Station is out of range
- d) Coastal refraction.

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11. True Air speed: 170 kt Wind in the area: 270°/40 kt According to the attached the navigation log, an aircraft performs a turn overhead BULEN to re-route to ARD via TGJ. The given wind conditions remaining constant. The fuel consumption during the turn is 20 litres. The total fuel consumption at position overhead ARD will be:

POSITION	TRUE TRACK (°)/ DISTANCE	FUEL CONSUMPTION (litres)
ARD	124/112	432
TGJ		633
BULEN	123/131	869

- a) 1 182 litres
- b) 1 545 litres
- c) 1 600 litres
- d) 1 326 litres

12. One of the tasks of the space segment of the satellite navigation system NAVSTAR/GPS is to:

- a) Transmit signals to suitable receivers and to monitor the orbital planes autonomously
- b) Compute the user position from the received user messages and to transmit the computed position back to the user segment
- c) Transmit signals which can be used, by suitable receivers, to determine time, position and velocity
- d) Monitor the satellites' orbits and status

13. An aircraft is situated at 30°N - 005°E with a magnetic variation of 10°W. A VOR is located at 30°N - 013°E with a magnetic variation of 15°W. The aircraft is situated on the VOR radial:

- a) 101°
- b) 281°
- c) 256°
- d) Interference from other transmitters

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14. Planning an IFR-flight from Paris to London (Heathrow).Name the identifier and frequency of the initial approach fix (IAF) of the BIG 2A arrival route.

- a) EPM 316 kHz
- b) BIG 115.1 MHz
- c) BIG 115.1 kHz
- d) OCK 115.3 MHz[see Annex]

15. Accident, Incident notification and reporting.After landing, while taxiing towards the apron the landing gear sinks into a hole. Nobody gets injured, but the aircraft sustains a structural failure. This obliges the crew to delay the departure.

- a) This is an irregularity in the operation. The crew must inform the operator of the aerodrome and establish a report.
- b) Since there is no person injured and the flight is terminated, a damage report has to be made out with the services of the aerodrome in charge of the runway and taxiways for the insurance company.
- c) This is an incident and the pilot-in-command must report it to the airport authority within the next 48 h.
- d) This is an accident and the crew must follow the procedure relevant to this case.

16. The true course is 042°.The variation in the area is 6° W and the wind is calm. The deviation card is reproduced in the annex In order to follow this course, the pilot must fly a compass heading of:

CH	000	045	090	135	...
Dev	-2	-4	-3	-1	

- a) 040°
- b) 058°
- c) 044°
- d) 052°

17. In decision-making, the selection of a solution depends on:1. objective and subjective criteria2. the objective to be achieved3. the risks associated with each solution4. the personality of the decision-maker

- a) 1,2,3,4
- b) 4
- c) 1,3
- d) 1,2,4

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18. When a pilot suffers from hypothermia (e.g. after loss of cabin heating) his / her demand for oxygen will be:

- a) Unaffected
- b) Initially increased
- c) Raised leading to an increased tolerance to hypoxia
- d) Reduced giving a better tolerance to hypoxia at higher altitudes

19. The Maximum Certificated Taxi (or Ramp) Mass is that mass to which an aeroplane may be loaded prior to engine start. It is:

- a) A value which varies with airfield temperature and altitude. Corrections are listed in the Flight Manual.
- b) A value which varies only with airfield altitude. Standard corrections are listed in the Flight Manual.
- c) A fixed value which is listed in the Flight Manual.
- d) A value which is only affected by the outside air temperature. Corrections are calculated from data given in the Flight Manual.

20. How is oxygen mainly transported in the blood?

- a) White blood cells.
- b) Plasma.
- c) Blood fat.
- d) Haemoglobin in the red blood cells.

21. To indicate that he is no longer occupying the active runway a pilot shall report to the controller:

- a) Runway free
- b) Runway cleared
- c) Clear of runway
- d) Runway vacated

22. When taking-off behind a heavy aircraft, with wind coming from the left side, you adopt a path, whenever possible:

- a) Distinct from the preceding airplane, by remaining at the right of and under its path.
- b) Distinct from the preceding airplane, by remaining at the left of and above its path.
- c) Distinct from the preceding airplane, by remaining behind it and under its path.
- d) Identical to the one of the preceding airplane.

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23. What type of clock is used in NAVSTAR GPS satellites?

- a) Quartz
- b) Atomic
- c) Laser
- d) Greater detail can be obtained at the more distant ranges of the smaller water droplets

24. The main task of the user segment (receiver) of the satellite navigation system NAVSTAR/GPS is to:

- a) Transmit signals which, from the time taken, are used to determine the distance to the satellite
- b) To monitor the status of the satellites, determine their positions and to measure the time
- c) Select appropriate satellites automatically, to track the signals and to measure the time taken by signals from the satellites to reach the receiver
- d) WGS 84

25. The two main sources of information used to calculate turbojet thrust are the:

- a) Fan rotation speed (or N1) or the EPR (Engine Pressure Ratio).
- b) Fan rotation speed (or N1) or the total pressure at the low pressure turbine outlet.
- c) Fan rotation speed (or N1) or the total pressure at the high pressure compressor outlet.
- d) High pressure turbine rotation speed or the EPR (Engine Pressure Ratio).

26. In the ATS flight plan, for a non-scheduled flight which of the following letters should be entered in item 8 (type of flight):

- a) N/S
- b) G
- c) N
- d) X

27. What is the correct call sign of Fastair 345 in the initial call to the aerodrome control tower and the approach control unit, if the aircraft has a maximum take-off weight of more than 136 tonnes:

- a) Fastair 345 heavy
- b) Fastair 345 widebody
- c) Fastair 345
- d) Heavy Fastair 345

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28. Our mental model of the world is based

- a) Entirely on the sensory information we receive
- b) Entirely on past experiences
- c) On both our past experiences and the sensory information we receive
- d) On both our past experiences and our motor programmes

29. What is the average track (°T) and distance between SLG NDB (N5416.7 W00836.0) and CFN NDB (N5502.6 W00820. 4)?

- a) 43°
- b) 52°
- c) 29°
- d) 57°

30. What does the term 'broadcast' mean?

- a) A radiotelephony transmission from ground station to aircraft in flight
- b) A transmission where no reply is required from the receiving station
- c) A transmission of information relating to air navigation that is not addressed to a specific station or stations
- d) A transmission containing meteorological and operational information to aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations

31. Which statement regarding approach control service is correct?

- a) An approach sequence shall be established according to the sequence of initial radio contact between aircraft and approach control
- b) Approach control have to advise the aircraft operators about substantial delays in departure in any event when they are expected to exceed 45 minutes
- c) During a visual approach an aircraft is maintaining its own separation
- d) If it is anticipated that an aircraft has to hold for 30 minutes or more, an Expected Approach Time will be transmitted by the most expeditious means to the aircraft

32. High Aspect Ratio, as compared with low Aspect Ratio, has the effect of:

- a) Increasing lift and critical angle of attack
- b) Increasing lift and drag
- c) Decreasing induced drag and critical angle of attack
- d) Increasing induced drag and decreasing critical angle of attack

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33. On the display of a TCAS 2 (Traffic alert and Collision Avoidance System), a resolution advisory (RA) is represented by:

- a) A white or cyan empty lozenge.
- b) A red full square.
- c) An amber solid circle.
- d) A white or cyan solid lozenge.

34. Physical exercise in high temperatures (tropical climates) may:

- a) Increase a pilot's resistance to decompression sickness
- b) Cause the pilot to collapse, due to an excess of fluid in the body
- c) Cause dysentery
- d) Cause painful muscle and abdominal cramps

35. If your destination airport has no ICAO indicator, in the appropriate box of your ATC flight plan, you write:

- a) ZZZZ
- b) XXXX
- c) AAAA
- d) ////

36. Which of the following frequencies is an international emergency frequency:

- a) 6500 KHz
- b) 122.500 MHz
- c) 121.050 MHz
- d) 121.500 MHz

37. Given:SHA VOR/DME (N5243.3 W00853. 1)Birr aerodrome (N5304 W0075 4)What is the SHA radial and DME distance when overhead Birr aerodrome?

- a) 0800
- b) 0700
- c) 1300
- d) 1200

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38. On the ground, during a right turn, the turn indicator indicates:

- a) Needle to the right, ball to right
- b) Needle to the right, ball to left
- c) Needle in the middle, ball to left
- d) Needle in the middle, ball to right

39. On a direct Mercator projection, the distance measured between two meridians spaced 5° apart at latitude 60°N is 8 cm. The scale of this chart at latitude 60°N is approximately:

- a) 1: 7 000 000
- b) 1: 4 750 000
- c) 1: 6 000 000
- d) 1: 3 500 000

40. An apparent increase in the transmitted frequency which is proportional to the transmitter velocity will occur when:

- a) The transmitter moves towards the receiver
- b) Both transmitter and receiver move towards each other
- c) The receiver moves towards the transmitter
- d) 36

41. You intend to operate a public transport aeroplane (land aeroplane) with 60 persons on board. The track will overfly water at 80 nautical miles from the shore. The minimum number of approved life jackets to be on board is:

- b) 66
- c) None if equipped with life rafts
- d) 60

42. Refer to CAP697 Section 4 - MRJT1 Figures 4.5.2 and 4.5.3.4 Given: Distance C - D: 540 NM Cruise 300 KIAS at FL 210 Temperature Deviation from ISA: +20°C Headwind component: 50 kt Gross mass at C: 60 000 kg The fuel required from C to D is:

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CIVIL AVIATION AUTHORITY
FUEL PLANNING

DATA SHEET
MRJT 1

Figure 4.5.3.4 LOW LEVEL CRUISE 300KIAS

All Engines

Maximum Cruise Thrust Limits

A/C Auto

PRESSURE ALTITUDE

21000Ft

TAS

406 Kts

GROSS WT KG	0	100	200	300	400	500	600	700	800	900
	CRUISE DISTANCE NAUTICAL AIR MILES									
35000	0	16	33	49	66	82	99	115	132	148
36000	165	181	198	214	231	247	264	280	297	313
37000	330	346	363	379	396	412	429	445	461	478
38000	494	511	527	543	560	576	592	609	625	642
39000	658	674	691	707	723	739	756	772	788	805
40000	821	837	853	870	886	902	918	935	951	967
41000	983	999	1016	1032	1048	1064	1080	1096	1112	1129
42000	1145	1161	1177	1193	1209	1225	1241	1257	1273	1289
43000	1305	1321	1337	1353	1369	1385	1401	1417	1433	1449
44000	1465	1481	1497	1513	1529	1545	1561	1577	1593	1609
45000	1624	1640	1656	1672	1688	1704	1719	1735	1751	1767
46000	1783	1798	1814	1830	1846	1861	1877	1893	1909	1924
47000	1940	1956	1971	1987	2003	2018	2034	2050	2065	2081
48000	2096	2112	2128	2143	2159	2174	2190	2205	2221	2236
49000	2252	2267	2283	2298	2314	2329	2345	2360	2376	2391
50000	2407	2422	2437	2453	2468	2483	2499	2514	2530	2545
51000	2560	2576	2591	2606	2621	2637	2652	2667	2682	2698
52000	2713	2728	2743	2758	2774	2789	2804	2819	2834	2849
53000	2865	2880	2895	2910	2925	2940	2955	2970	2985	3000
54000	3015	3030	3045	3060	3075	3090	3105	3120	3135	3150
55000	3165	3180	3195	3209	3224	3239	3254	3269	3284	3299
56000	3313	3328	3343	3358	3373	3387	3402	3417	3432	3446
57000	3461	3476	3490	3505	3520	3534	3549	3564	3578	3593
58000	3608	3622	3637	3651	3666	3681	3695	3710	3724	3739
59000	3753	3768	3782	3797	3811	3826	3840	3854	3869	3883
60000	3898	3912	3926	3941	3955	3969	3984	3998	4012	4027
61000	4041	4055	4070	4084	4098	4112	4126	4141	4155	4169
62000	4183	4197	4212	4226	4240	4254	4268	4282	4296	4310
63000	4324	4338	4352	4366	4381	4395	4409	4423	4437	4451
64000	4465	4479	4492	4506	4520	4534	4548	4562	4576	4590
65000	4604	4617	4631	4645	4659	4672	4686	4700	4714	4728
66000	4741	4755	4769	4782	4796	4810	4823	4837	4851	4864
67000	4878	4892	4905	4919	4932	4946	4959	4973	4987	5000

NOTE - OPTIMUM WEIGHT FOR PRESSURE ALTITUDE IS 64200 KG
 THRUST LIMITED WEIGHT FOR ISA + 10 AND COLDER EXCEEDS STRUCTURAL LIMIT
 THRUST LIMITED WEIGHT FOR ISA + 15 EXCEEDS STRUCTURAL LIMIT
 THRUST LIMITED WEIGHT FOR ISA + 20 EXCEEDS STRUCTURAL LIMIT
 ADJUSTMENTS FOR OPERATION AT NON-STANDARD TEMPERATURES-
 INCREASE FUEL REQUIRED BY 0.5 PERCENT PER 10 DEGREES C ABOVE ISA
 DECREASE FUEL REQUIRED BY 0.5 PERCENT PER 10 DEGREES C BELOW ISA
 INCREASE TAS BY 1 KNOT PER DEGREE C ABOVE ISA
 DECREASE TAS BY 1 KNOT PER DEGREE C BELOW ISA

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- a) 4242 kg
- b) 3350 kg
- c) 3680 kg
- d) 4620 kg

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43. TCAS 2 (Traffic Collision Avoidance System) uses for its operation:

- a) The echoes from the ground air traffic control radar system.
- b) The echoes of collision avoidance radar system especially installed on board.
- c) The replies from the transponders of other aircrafts.
- d) Both the replies from the transponders of other aircraft and the ground-based radar echoes.

44. Automatic temperature control of the system as shown, would be accomplished by:

- a) The Cabin Sensors Only, Modulating The Mix Valve.
- b) The temperature selector only, modulating the mix valve.
- c) The temperature selector in conjunction with cabin sensors and the temperature regulator modulating the mix valve.
- d) Automatic Control Of The Ram Air.

45. The turbulence which occurs at high flight levels (above FL 250) is mainly of the type Clear Air Turbulence. In what way can moderate to severe Clear Air Turbulence affect an aircraft, the flight and the passengers?

- a) The turbulence can be resembled with the roughness of a washing-board (small scale) and will not have influence on the aircraft and its solidity, but will make flight a little more difficult. The passengers will seldom notice anything of this turbulence.
- b) The turbulence is a large scale one (waving) so that the aircraft will be difficult to manoeuvre. The passengers will feel some discomfort.
- c) The turbulence is wave like which makes the flight unpleasant for the passengers but the manoeuvring will not be affected essentially.
- d) The turbulence is a small scale one and can cause damage. The manoeuvring of the aircraft will be made more difficult or even impossible. For the passengers the flight will be unpleasant.

46. An aircraft on an IFR flight in VMC experiences radio communication failure. The aircraft is assumed to:

- a) Return to the aerodrome of departure
- b) Land at the alternate aerodrome
- c) Land at the nearest suitable aerodrome
- d) Land at the destination aerodrome

47. Fastair 345 has been instructed 'Standby 118.9 for TOWER'. What does this instruction mean?

- a) Fastair 345 shall establish radio contact with TOWER on frequency 118.9
- b) Fastair 345 shall change to frequency 118.9 on which information is being broadcast
- c) Fastair 345 shall squawk standby and then establish radio contact with TOWER on frequency 118.9
- d) Fastair shall change to frequency 118.9 and listen out, but the TOWER will initiate further communications

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48. When leaving the MNPS oceanic control area for a domestic controlled area, the pilot has to:

- a) Take the Mach number specified in this initial flight plan
- b) Maintain the Mach number previously assigned up to the last position shown in the oceanic clearance
- c) Take the Mach number provided for this type of flight by their airline
- d) Take any Mach number

49. The responsibility for determination of the mass of 'operating items' and 'crew members' included within the Dry Operating Mass lies with

- a) The authority of the state of registration.
- b) The commander.
- c) The person compiling the weighing schedule.
- d) The operator.

50. How does the total drag vary as speed is increased from stalling speed (VS) to maximum IAS (VNE) in a straight and level flight at constant weight?

- a) Decreasing, then increasing
- b) Increasing, then decreasing
- c) Increasing
- d) Decreasing

51. See TRM, De Kooy Area chart (19- 1) What is the minimum altitude it is permissible to fly over the "Quiet Zone" in the vicinity of DE KOOY?

- a) 3000ft
- b) 3500ft
- c) 32800ft
- d) 1500ft

52. The approach climb requirement has been established so that the aeroplane will achieve:

- a) Manoeuvrability in the event of landing with one engine inoperative.
- b) Minimum climb gradient in the event of a go-around with one engine inoperative.
- c) Obstacle clearance in the approach area.
- d) Manoeuvrability during approach with full flaps and gear down, all engines operating.

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53. AIP Which part of the AIP contains information relating to existing prohibited, restricted and danger areas?

- a) GEN
- b) AD
- c) ENR
- d) The AIP does not contain this information

54. What is the radiotelephony call sign for the aeronautical station providing approach control (no radar service)?

- a) ARRIVAL
- b) RADAR
- c) APPROACH
- d) CONTROL

55. The actual 'Zero Fuel Mass' is equal to the:

- a) Operating Mass plus all the traffic load.
- b) Basic Empty Mass plus the fuel loaded.
- c) Dry Operating Mass plus the traffic load.
- d) Actual Landing Mass plus trip fuel.

56. When a pilot is staring at an isolated stationary light for several seconds in the dark he might get the illusion that:

- a) The light is moving
- b) The colour of the light is varying
- c) The intensity of the light is varying
- d) The size of the light is varying

57. Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of

- a) The meteorological office serving the aerodrome (s)
- b) Both air traffic services and the meteorological office
- c) The air traffic services
- d) The unit as prescribed by the state

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58. Winglets

- a) Decrease the static lateral stability
- b) Increase the manoeuvrability
- c) Decrease the induced drag
- d) Create an elliptical lift distribution

59. Air traffic services may require an aircraft to report position when flying east-west, north of 70°N between 10°W and 50°W, every:

- a) 15° of longitude.
- b) 10° of longitude.
- c) 5° of longitude.
- d) 20° of longitude.

60. What is the influence of the mass on maximum rate of climb (ROC) speed if all other parameters remain constant?

- a) The ROC is affected by the mass, but not the ROC speed
- b) The ROC speed decreases with increasing mass
- c) The ROC and the ROC speed are independent of the mass
- d) The ROC speed increases with increasing mass

61. The initiation of an automatic go-around can be:

- a) In a range of approach airspeeds.
- b) At 70 kts \pm 5 kts only.
- c) With no limit of approach airspeeds.
- d) At VY \pm 5 kts only.

62. From your cruising altitude at FL 240, you want to descend to flight level 100. Your transmission to the radar controller is:

- a) Request descent to flight level one-zero-zero
- b) We would like to start descent to flight level one-zero-zero
- c) Request to descend one-hundred
- d) Request flight level one-hundred

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63. The Captain of an aircraft flying at FL100 wishes to obtain weather information at the destination airfield (0') from the airfield's VOR. Assuming ISA conditions, what is the approximate maximum theoretical range at which it can be expected to obtain this information?

- a) 12.3 NM
- b) 123 km
- c) 1230 km
- d) 123 NM

64. Between mean sea level and a height of 20 km, the lowest temperature in the ICAO Standard Atmosphere (ISA) is:

- a) -273°C
- b) -44.7°C
- c) -56.5°C
- d) -100°C

65. In a hydraulic braking system, an accumulator is pre-charged to 1200 psi. An electrically driven hydraulic pump is started and provides a system pressure of 3000 psi. The hydraulic pressure gauge which is connected to the gas section of the accumulator, reads:

- a) 3000 psi
- b) 1800 psi
- c) 4200 psi
- d) 1200 Psi

66. What is the minimum number of satellites required by a GPS in order to obtain a three dimensional fix?

- a) 3
- b) 5
- c) 4
- d) Figure 4

67. The net flight path gradient after take-off compared to the actual climb gradient is:

- a) Smaller
- b) Depends on type of aircraft and may be smaller or larger respectively
- c) Equal
- d) Larger

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68. What is the purpose of inboard ailerons?

- a) To Reduce Wing Twist At Low Speed.
- b) To Reduce Wing Bending At High Speed.
- c) To Reduce Wing Bending At Low Speed.
- d) To reduce wing twist at high speed.

69. What does the word "NEGATIVE" mean?

- a) Proposed action granted.
- b) Permission not granted.
- c) Consider that transmission as not sent.
- d) Disregard last instruction.

70. On the approach, the surface temperature is given as -5°C . The freezing level is at 3000 FT/AGL. At 4000 FT/AGL, there is a solid cloud layer from which rain is falling. According to the weather briefing, the clouds are due to an inversion caused by warm air sliding up and over an inclined front. Would you expect icing?

- a) Yes, but only between 3000 and 4000 FT/AGL.
- b) Yes, between ground level and 3000 FT/AGL.
- c) The freezing level is at 3000 FT/AGL. At 4000 FT/AGL, there is a solid cloud layer from which rain is falling. According to the weather briefing, the clouds are due to an inversion caused by warm air sliding up and over an inclined front. Would you expect icing? Yes, but only between 3000 and 4000 FT/AGL. Yes, between ground level and 3000 FT/AGL. No, absolutely no icing will occur.
- d) No, flights clear of cloud experience no icing.

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Response Scheme

Compare your answers with the following diagram and mark your score!

01: B	02: A	03: A	04: D
05: A	06: D	07: D	08: B
09: A	10: D	11: B	12: C
13: D	14: B	15: D	16: D
17: A	18: B	19: C	20: D
21: D	22: B	23: B	24: C
25: A	26: C	27: A	28: C
29: B	30: C	31: D	32: C
33: B	34: D	35: A	36: D
37: C	38: B	39: D	40: A
41: D	42: A	43: C	44: C
45: D	46: C	47: D	48: B
49: D	50: A	51: D	52: B
53: C	54: C	55: C	56: A
57: C	58: C	59: D	60: D
61: A	62: A	63: D	64: C
65: A	66: C	67: A	68: D
69: B	70: B		

Exam simulation

ATPL - Airline Transport Pilot license - Mass and Balance



QuizVds.it

Response form

Use this form to mark your answers

01: _____	02: _____	03: _____	04: _____
05: _____	06: _____	07: _____	08: _____
09: _____	10: _____	11: _____	12: _____
13: _____	14: _____	15: _____	16: _____
17: _____	18: _____	19: _____	20: _____
21: _____	22: _____	23: _____	24: _____
25: _____	26: _____	27: _____	28: _____
29: _____	30: _____	31: _____	32: _____
33: _____	34: _____	35: _____	36: _____
37: _____	38: _____	39: _____	40: _____
41: _____	42: _____	43: _____	44: _____
45: _____	46: _____	47: _____	48: _____
49: _____	50: _____	51: _____	52: _____
53: _____	54: _____	55: _____	56: _____
57: _____	58: _____	59: _____	60: _____
61: _____	62: _____	63: _____	64: _____
65: _____	66: _____	67: _____	68: _____
69: _____	70: _____		